

**TBPOC CONFERENCE CALL**  
**(Additional Materials)**  
**June 27, 2007**  
**4:30 PM – 5:00 PM**

- Item 2: San Francisco-Oakland Bay Bridge**
- b. Yerba Buena Island (complete set)**
  - c. West Approach CCO (Attachment - Budget Balance Beam)**

**Item 2: San Francisco-Oakland Bay Bridge**

**b. Yerba Buena Island**

- 1) CCO Implementation Strategy**
- 2) CCO's**

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** June 26, 2007

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 2b  
San Francisco-Oakland Bay Bridge Updates  
Item- Yerba Buena Island Detour

---

### **RECOMMENDATION:**

1. AUTHORIZATION for the Department to proceed with negotiations for various contract change orders (CCO's) relating to the Yerba Buena Island Detour (South-South Detour or Detour) and the Yerba Buena Island Transition Structure (YBITS) Advance Foundation Work as defined by the memorandum titled "Contract Change Order Implementation Strategy (Implementation Strategy) for South-South Detour" for a total contract amount (base contract plus CCO's) not to exceed \$334.4M. The Department shall continue to report regularly to the TBPOC on the status of the Implementation Strategy and for final approval of CCO's over \$1M;
2. APPROVE CCO 55 for the Detour contract, an element of the Implementation Strategy;
3. APPROVE CCO 60 for the Detour contract, an element of the Implementation Strategy; and
4. APPROVE CCO 61-S1 for the Detour contract, an element of the Implementation Strategy;

### **COST:**

No change from the May 2007 TBPOC approved contract budget of \$334.4 M.

### **SCHEDULE IMPACT:**

The contract is currently on schedule with respect to the opportunity schedule.

### **DISCUSSION:**

The Department has developed a detailed Implementation Strategy for all CCO's necessary to implement the approved TBPOC strategy for the Detour Contract and YBITS Advance Foundation Work. An initial draft of this strategy was presented at the last TBPOC

## *Memorandum*

meeting. The Implementation Strategy has been significantly refined and lists the CCO's and provides cost estimates as well as the current schedule for TBPOC approval of final CCO's. A copy of the Implementation Strategy is attached together with a summary list of identified CCO's. Three of the CCO's listed in the Implementation Strategy have received prior authorization to negotiate from the TBPOC and are being presented to the TBPOC for final approval.

The Implementation Strategy currently estimates the total cost of the Detour Contract, including the YBITS Advance Foundation Work, to be \$329.1 million, slightly below the current budget of \$334.4 million. This number will vary as CCO's are negotiated.

To facilitate the management of the Implementation Plan, the PMT is recommending that the Department be given the ability to negotiate the Implementation Strategy in a comprehensive manner within the scope of the current budget rather than on a CCO by CCO basis. The Department will regularly update the TBPOC on progress and all CCO's in excess of \$1 million will be brought back to the TBPOC for final approval.

There is an element of risk management that is beyond the scope of the Implementation Strategy. The First Quarter Risk Management Plan lists several long-range risks totaling \$44 million. Only two of these risks are in the 60% or higher probability range and these two risks are long range with a significant period of time available for proper management. There are no identified risks at this time that would require an increase in the currently approved budget or forecast.

Final approval for the following three CCO's listed in the Implementation Strategy is being requested at this time:

	<b>CCO</b>	<b>Description</b>	<b>Amount</b>
1	CCO 55	Contractor compensation for Viaduct steel fabrication operations relocation from China to South Korea	\$5,665,330.00
2	CCO 60	Construction of concrete bent caps and bearing stopper blocks for the Viaduct portion of the SSD Temporary Bypass Structure	\$7,435,950.00
3	CCO 61 S1	Construction of a portion of the SSD West Tie-In (Phase 1) YBI Viaduct Replacement Structure	\$9,995,644.00

Prior authorization to proceed with negotiations for these CCO's was given by the TBPOC and these amounts are within the amounts authorized. A copy of each final CCO is attached.

## *Memorandum*

A First Quarter Budget Balance Beam (BBB) for the Detour Contract is also attached. It should be noted that this BBB was created while the Implementation Strategy was being developed. Current review of the BBB indicates that several significant items were duplicated, appearing in both the CCO and Risk Management categories, and the final Risk Management Cost (RMC) is artificially high. Initial review indicates that the RMC is in the range of \$378 million with the forecast of \$334.4 million remaining valid.

**Attachment(s):**

- 1) Summary Spreadsheet for the Detour Contract Approved Budget
- 2) Contract Change Order Implementation Strategy for South-South Detour
- 3) CCO 55
- 4) CCO 60
- 5) CCO 61-S1
- 6) First Quarter BBB for Detour Contract

Area	Item	CCO No.	Anticipated CCO Cost	Comments
<b>BASELINE BID &amp; MISC. CCO's</b>				
<b>0</b>	SSD Bid	N/A	\$71,200,000	Original Contract Bid Items
	Executed CCO's + State Furnished Materials	N/A	\$12,500,000	Executed CCO's, excluding those related to the items below
	Subtotal		\$83,700,000	
<b>YBI DETOUR VIADUCT</b>				
<b>1</b>	Steel Fabricator Change (SGT Closeout)	55	\$5,665,330	TBPOC Approved \$8.5 Million in April 2006. Includes cost for Imbsen Dongkuk shop drawing review. CCO 55 will be for \$5.665 M, an additional \$1M will be needed to complete this CCO to address extra raw steel material.
	Construction of Bent Caps	60	\$7,435,950	TBPOC Approved \$8,000,000 in May 07, which supersedes the \$4 Mil approved in Apr 2006 (CCO 60) which was part of the original \$13.5 Million
	Fabrication Cost of Viaduct Design Changes	79	\$8,000,000	Bring to TBPOC on 8/2/2007
	Erection Cost of Viaduct Design Changes	80	\$4,000,000	Bring to TBPOC on 8/2/2007
	CCO's less than \$1 Million	Various	\$1,909,000	
	<b>Total Viaduct Construction &amp; Design Enhancements</b>		\$27,010,280	
<b>WEST TIE-IN PHASE 1</b>				
<b>2a</b>	Construction of Stage 1 Area and Substructure	61S1	\$9,995,644	CCO 61S1 was signed by the contractor and has been executed.
	Structure Work (Superstructure), and Temporary Shuttle Service	72	\$12,000,000	
	TMP - Labor Day Planning and Implementation (WTI Phase 1)	74	\$2,000,000	
	Labor Day Bridge Demolition and Move-In	76	\$6,000,000	
	Skid Track Foundations and Temporary	84	\$4,140,600	Bring to TBPOC on 8/2/2007
	CCO's less than \$1 Million	Various	\$650,572	
	<b>Subtotal WTI Phase 1</b>		\$34,786,816	TBPOC Approved \$40 Million (Feb 2007) based on CT strategy memo (Dec 14, 2006).
<b>WEST TIE-IN PHASE 2</b>				
<b>2b</b>	Construction of Phase 2 WTI	62	\$13,000,000	
	CCO's less than \$1 Million	Various	\$522,378	
	<b>Subtotal WTI Phase 2</b>		\$13,522,378	TBPOC Approved \$13 Million (Feb 2007) based on CT strategy memo (Dec 14, 2006)
<b>EAST TIE-IN (ETI)</b>				
<b>3</b>	Site Prep & Civil Work	TBD	\$5,000,000	
	Structure Work (Skid Bent Foundations and Substructure	TBD	\$15,000,000	
	Structure Work (ETI Superstructure), Bridge Removal, Utility Relocation/Removal	TBD	\$13,500,000	
	TMP - Planning and Implementation (ETI)	TBD	\$2,000,000	
	CCO's less than \$1 Million	Various	\$1,361,280	
	<b>Subtotal ETI</b>		\$36,861,280	TBPOC Approved \$34 Million (Feb 2007) based on CT strategy memo (Dec 14, 2006)
<b>YBI ADVANCED WORK</b>				
<b>4</b>	YBITS W3L Foundation and Column to Splice Zone	64S1	\$5,835,000	
	Demolition of Existing Bridge	65	\$3,500,000	
	YBITS W3R, W4R, W5R/L, W6R/L and W7 Ramp Foundations and Columns	73	\$65,000,000	
	YBITS W7R/L Foundations and Columns	75	\$20,000,000	Bring to TBPOC on 8/2/2007
	YBITS W4L Foundation and Column	77	\$8,000,000	
	CCO's less than \$1 Million	Various	\$775,057	
	<b>Subtotal YBI Advanced Work</b>		\$103,110,057	TBPOC Approved \$110.5 Million (Feb 2007) based on CT strategy memo (Dec 25, 2006), includes \$3.5M for Demo
<b>TIME, ESCALATION &amp; CONTINGENCY (ADMIN)</b>				
<b>5</b>	Contract Days Extension / TRO Compensation	24S3	\$11,781,000	Based on a completion date of November 26, 2009
	Imbsen Claim Settlement	56	\$6,300,000	
	NOPC Closeout	TBD	\$5,000,000	Major ones include East Tie-In Design Criteria, Viaduct Segment Bearing Changes, and Design submittal review
	Escalation	TBD	\$5,000,000	
	COZEEP for WTI	N/A	\$1,000,000	
	COZEEP for ETI	N/A	\$1,000,000	
	<b>Subtotal Time, Escalation &amp; Contingency</b>		\$30,081,000	
<b>YBI DETOUR PROJECT TOTAL</b>			<b>\$329,071,811</b>	

**Contract Change Order Implementation Strategy for South-South Detour  
04-0120R4  
June 21, 2007**

---

**DRAFT**

South-South Detour (Contract 04-0120R4)			
Contract Award:	<b>March 10th, 2004</b>	Suspensions Days (as of 04/13/07):	<b>572 Working Days</b>
Original Working Days:	<b>475 Working Days</b>	Contract Extensions (as of 04/13/07):	<b>381 Working Days</b>
Original Contract Completion:	<b>July 27th, 2005</b>	Projected Contract Completion:	<b>November 26, 2009</b>
Original Contract Amount:	<b>\$71,159,650</b>	Projected Contract Cost:	<b>\$334,400,000</b>

## **Introduction**

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are “*San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion*” issued December 14, 2006, and “*Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order*” issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project. The SSD forecast and budget were recently revised and the current forecast and budget have been set at \$ 334 million. This figure was based on estimates developed and presented in the two strategy memos as well as the original contract amount, pre-existing contract change orders (CCO) and a contingency/risk management adjustment.

The purpose of this document is to provide a status of the construction budget, and serves as a check between CCO expenditures, estimates developed in the strategy memos and the approved funding for the project.

## **Scope of Work for SSD**

The revisions to the original scope of work for the currently associated with the South-South Detour Project have been broken down into the following categories:

- (1) SSD New Viaduct Enhancements
- (2a) West Tie-In Existing Viaduct Phase 1
- (2b) West Tie-In Phase 2
- (3) East Tie-In
- (4) YBI Transition Structure Advance Foundations
- (5) Administrative

An exhibit showing these categories and the general construction limits can be found in the included attachments.

DRAFT

The current total estimate for CCOs required to modify the original scope of SSD work in these defined categories is \$ 245 million. This estimate is based on more detailed analysis than was available during preparation of the strategy memos and in many cases includes auditable input from the contractor as well as independent verification from Bay Area Management Consultants. The estimate in the two strategy memos for this work was \$ 255 million. Some categories have increased while others have decreased. The current estimate for the SSD contract, including the modifications to the scope of work is \$ 329 million, \$ 5 million below the original estimate of \$ 334 million. This current estimate consists of the following:

Original Contract Amount	\$ 71.2 million
Baseline CCOs (1 through 48)	\$ 12.1 million
State Furnished Materials	\$ 0.4 million
Strategy memo CCOs (49 and higher)	\$ 245.4 million
Total	\$ 329.1 million

Current estimates for the categories of work established in the strategy memo CCOs are addressed separately in the following sections.

## SSD New Viaduct

1

### Progress of Work

Construction of foundations and columns on the SSD bridge has been ongoing since early on in the project. Currently, all viaduct foundations are complete and the Contractor is constructing the remaining columns. Due to the revised strategy and design changes, the new viaduct structure was made to be a stand-alone structure. To accommodate this, bent caps were added between the tops of each pair of columns. In March 2007, the Contractor began erecting the falsework in preparation of retrofitting the columns and constructing the bent caps. This work is ongoing.

Fabrication of structural steel truss for the viaduct superstructure is currently taking place at Dongkuk S&C in South Korea. This fabrication began in November 2006 with the first deliveries to the project expected to arrive in October 2007. As of May 16, 2007, fabrication is approximately 41% complete.



# Contract Change Order Implementation Strategy for South-South Detour

June 21, 2007

**DRAFT**

## Status of Contract Change Orders: SSD New Viaduct

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
49	LS	Stringer and Floor Beam Design Study	N/A	Yes	Yes	N/A	ATN April 2006	N/A	TBD	5/2/2006	\$109,000
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	N/A	Yes	Yes	N/A	ATN April 2006	Yes 12/08/06	TBD	8/17/2006	\$150,000
49S2	FA		N/A	Yes	Yes					12/18/2006	\$100,000
Subtotal (CCO #49 and Supplements)											\$359,000
50	FA	Stand Alone Viaduct Design	N/A	Yes	Yes	N/A	ATN April 2006	Yes 12/08/06 2/09/07	TBD	5/8/2006	\$325,000
50S1	FA			Yes	Yes					10/16/2006	\$300,000
50S2	FA			Yes	Yes					12/18/2006	\$100,000
50S3	FA			Yes	Yes					2/13/2007	\$175,000
Subtotal (CCO #50 and Supplements)											\$900,000
55		Steel Fabricator Change (SGT Closeout)	N/A	No	Yes	N/A	ATP April 2006	No	6/27/2007	No	\$5,665,330
60		Construction of Bent Caps	N/A	Yes	Yes	Yes	ATN May 2007	No	6/27/2007	No	\$7,435,950
67		Viaduct/ETI Interface Modifications	N/A	Yes	No	N/A	N/A	Yes	N/A	No	\$400,000
79		Fabrication Cost for Viaduct Design Changes	N/A	No	Yes	No	Pending	No	8/2/2007	No	\$8,000,000
80		Erection Costs for Viaduct Design Changes	N/A	No	No	No	Pending	No	8/2/2007	No	\$4,000,000
82		AC Paving and Erosion Control for Deck	No	No	No	N/A	N/A	N/A	N/A	No	\$250,000
Current Forecast for SSD New Viaduct											\$27,010,280

**Bold** = CCO's not issued yet

ATN = Authorization to Negotiate

ATP = Authorization to Proceed

Additionally, costs for changing steel fabricators (CCO #55) had been originally estimated to be \$10.5M. This issue has been negotiated with the Contractor and CCO #55 is anticipated to be issued for approximately \$5.665M. Contract Change Orders #79, #80 and #82 have recently been assigned. CCO #79 will address fabrication costs resulting from the Viaduct design changes while CCO #80 will address steel erection costs resulting from the Viaduct design changes. CCO #82 will address AC Paving and Erosion Control Issues resulting from Department ordered changes to the Viaduct drainage scheme.

## Changes Since Last Report

No changes to report.

DRAFT

### Budget Status

The Viaduct portion of the SSD was bid at \$26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be \$9M. Currently the total additional costs associated with viaduct enhancements are approximately \$27.0M. This included approximately \$1.26M that has been allocated to Contract Change Orders #49 and #50 and approximately \$20.1M estimated for various related construction costs. In April 2006, the TBPOC approved \$1.0M for CCO's #49 and #50 and \$4.0M for the related construction. Finalized costs will be provided once negotiations are complete. The TBPOC also approved authority to negotiate in the amount of \$8.5M for the relocation of Viaduct fabrication from China to South Korea. The originally estimated \$10.5M in closeout cost has been negotiated down to approximately \$5.665M. These added entitlement costs will be paid from previously approved supplemental funds. Additionally, in May 2007, the TBPOC approved authority to negotiate in the amount of \$8.0M for construction of bent caps (CCO #60).

West Tie-In Existing Viaduct

Phase 1

2a

### Progress of Work

Phase 1 construction in the West Tie-In area began in January 2007 with clearing and grubbing on the south side of the existing bridge. The Contractor has completed excavation and construction of retaining walls for the staging area and the retrofit of existing outrigger column 40A. On the north side of the existing structure, demolition of the existing bridge overhang and installation of CIDH piles and column for the new West Tie-In Viaduct structure has been completed and construction of columns is proceeding. CIDH piles on the south side have also been completed and construction of columns, skid bent foundations, and falsework is proceeding.

Planning for the Labor Day Closure is ongoing. The Department has been working closely with the Contractor and its demolition subcontractor to address contingency plans and ways of ensuring that work proceeds as planned during the closure. Weekly meetings are being held to address TMP issues and a Media Outreach was held on April 11<sup>th</sup>, 2007 to kickoff the media awareness campaign.

# Contract Change Order Implementation Strategy for South-South Detour

June 21, 2007

**DRAFT**

## Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
<b>57S1</b>		<b>Remove and Clear Building 254</b>	<b>N/A</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>\$10,572</b>
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	Yes	Yes	N/A	Yes	N/A	Yes 1/09/07	N/A	2/27/2007	\$400,000
61S1	LS/FA	Construction of Stage 1 Area and Substructure	Yes	Yes	Yes	Yes	ATN May 2007	Yes 5/16/07	6/27/2007	5/18/2007	\$9,995,644
<b>Subtotal (CCO #61 and Supplements)</b>											<b>\$10,395,644</b>
66		TMP - Video Equipment (WTI Phase 1)	No	Yes	No	No	N/A	No	N/A	No	\$90,000
68	FA	Temporary Electrical Work	No	Yes	N/A	N/A	N/A	N/A	N/A	No	\$140,000
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	Yes	Yes	Yes	Yes	Pending	No	6/27/2007	No	\$12,000,000
74		TMP - Labor Day Planning and Implementation (WTI Phase 1)	No	No	No	N/A	Pending	No	8/2/2007	No	\$2,000,000
76	LS	Labor Day Bridge Demolition and Move-In	Yes	No	No	Yes	Pending	No	8/2/2007	No	\$6,000,000
81		Relocate Palm Tree	N/A	No	No	N/A	N/A	N/A	N/A	No	\$10,000
84		Skid Track Foundations and Temporary	N/A	No	Yes	No	Pending	No	8/2/2007	No	\$4,140,600
<b>Current Forecast for West Tie-In Existing Viaduct</b>											<b>\$34,786,816</b>

**Bold** = CCO's not issued yet  
 ATN = Authorization to Negotiate  
 ATP = Authorization to Proceed

Costs for the demolition of USCG Building 254 have been agreed to and CCO #57S1 is being processed. The various CCO's for Phase 1 West Tie-In work are currently being negotiated with the Contractor. A temporary shuttle service to address public access impacted by construction of the West Tie-In is in place.

### Changes Since Last Report

No changes to report.

**DRAFT**

### Budget Status

The estimated cost of adding the Phase 1 West Tie-In work is \$40M. Estimates are currently being updated as they are finalized and will be included in future updates. The TBPOC approved authority to negotiate in the amount of \$10M for CCO #61S1 at the May 2007 TBPOC Meeting. The Department has since agreed to a \$9.995M lump sum price for CCO #61S1. Approximately \$34.8M is currently forecast for the various West Tie-In (Phase 1) CCO's.

### West Tie-In

### Phase 2

2b

### Progress of Work

All design for the Phase 2 portions of the West Tie-In will be completed by January 2008. Portions of the final design such as foundations and substructure elements will be provided to the Contractor as they become available. Construction of foundations for the Phase 2 West Tie-In is scheduled to begin after the completion of the Phase 1 West Tie-In work after Labor Day Weekend 2007.

### Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
52	N/A	Elimination of Contractor's Design of Tie-Ins	N/A	N/A	N/A	Yes	N/A	Yes 1/19/07	N/A	3/2/2007	\$0
57		Demolition of Building 206	N/A	Yes	Yes	N/A	N/A	N/A	N/A	10/18/2006	\$22,378
62		<b>Construction of Phase 2 WTI</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>Pending</b>	<b>No</b>	<b>8/2/2007</b>	<b>No</b>	<b>\$13,000,000</b>
TBD		<b>Design Modification to accommodate Phase 1 WTI Plans</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>Pending</b>	<b>No</b>	<b>8/2/2007</b>	<b>No</b>	<b>\$500,000</b>
<b>Current Forecast for West Tie-In</b>											<b>\$13,522,378</b>

**Bold** = CCO's not issued yet

ATN = Authorization to Negotiate

ATP = Authorization to Proceed

CCO #52 has been executed at no cost to address designer of record issues related to the Department taking back the design of the East and West Tie-In. Cost related to construction is currently estimated at \$13.5M and will be addressed in the construction related CCO's for the individual elements.

**DRAFT**Changes Since Last Report

No changes to report.

Budget Status

The Contractor's bid price for the West Tie-In was \$9.0M. Based on the Department's Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional \$13M to the original contract bid item.

**East Tie-In****3**Progress of Work

The 35% Design was submitted by TY Lin on April 17, 2007. A completed design is anticipated second quarter 2008. Portions of the final design such as foundations and substructure work will be provided to the Contractor as it becomes available with portions of the construction anticipated to begin in late 2007. Prior to the ETI work starting, a pump station owned by the City of San Francisco will be relocated by July/August 2007. Specialized equipment/materials for the relocation has been ordered (CCO #69).

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
52	N/A	Elimination of Contractor's Design of Tie-Ins	N/A	N/A	N/A	Yes	N/A	Yes 1/19/07	N/A	3/2/2007	\$0
63		<b>Advance Engineering (Work Plans and</b>	No	No	No	No	N/A	No	N/A	No	\$500,000
69		<b>Procurement of Pump/Control Panel for Pump</b>	Yes	Yes	Yes	No	N/A	No	N/A	No	\$111,280
83		<b>Construction for Pump and Control Panel for</b>	Yes	No	No	No	N/A	No	N/A	No	\$500,000
TBD		<b>Site Prep and Civil Work</b>	No	No	No	No	Pending	No	8/2/2007	No	\$5,000,000
TBD		<b>Structure Work (Skid Bent Foundations and Substructure)</b>	No	No	No	No	Pending	No	10/30/2007	No	\$15,000,000
TBD		<b>Structure Work (ETI Superstructure), Bridge Removal, Utility Relocation/Removal</b>	No	No	No	No	Pending	No	TBD	No	\$13,500,000
TBD		<b>Utilities: Fiber Optic Line Along Shore</b>	No	No	No	No	N/A	No	N/A	No	\$250,000
TBD		<b>TMP - Planning and Implementation (ETI)</b>	N/A	No	No	No	Pending	No	TBD	No	\$2,000,000
<b>Current Forecast for East Tie-In</b>											<b>\$36,861,280</b>

**Bold** = CCO's not issued yet  
 ATN = Authorization to Negotiate  
 ATP = Authorization to Proceed

DRAFT

CCO #52 has been executed at no cost to address designer of record issues related to the Department taking back the design of the East and West Tie-In. The Contractor fulfilled its obligation to design the ETI. As such, the original contract allotment for this bid item will be paid and any credit to the Department will be negotiated. The changes related to construction will be addressed in the construction related CCO's for the individual elements.

### Changes Since Last Report

No changes to report.

### Budget Status

The work item for East Tie-In originally bid by the Contractor was \$6.0M. Additionally, another \$1.46M was bid by the Contractor for the demolition of the existing span moved out for the East Tie-In. The Department forecasts additional costs associated with the construction of the East Tie-In to be \$36.9M. As the work progresses and related Contract Change Orders are negotiated, estimate will be updated.

### Yerba Buena Island Transition Structures Advance Foundations

4

### Progress of Work

The current YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, and the W7 Ramp. Construction at Bent W3L was completed March 15<sup>th</sup> 2007 on CCO #64S1. This work consisted of constructing the footing (including tie-downs) and the column up to the splice zone. This work was accomplished on an accelerated schedule to accommodate the SAS Contractor's schedule for W2 Bent Cap construction. It is anticipated that the SSD Contractor will be able to resume work in this area and proceed with the construction of Bent W3R in January 2008. Work on Integrated Shop Drawings is currently underway. Construction of Bent W4L has begun with excavation for the footing.

# Contract Change Order Implenetation Strategy for South-South Detour

June 21, 2007

**DRAFT**

## Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
64	FA	YBITS W3L Site Prep and Grading and Construct	Yes	Yes	N/A	N/A	N/A	N/A	N/A	1/8/2007	\$150,000
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic	Yes	Yes	Yes	Yes	ATP February 2007	Yes 3/13/07	Done	4/4/2007	\$5,835,000
<b>Subtotal (CCO #64 and Supplements)</b>											<b>\$5,985,000</b>
65		<b>Demolition of Existing Bridge</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>Pending</b>	<b>No</b>	<b>TBD</b>	<b>No</b>	<b>\$3,500,000</b>
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R,	Yes	Yes	Yes	Yes	N/A	Yes 4/4/07	N/A	Yes	\$500,000
73	LS	<b>YBITS W3R, W4R, W5R/L, W6R/L and W7 Ramp Foundations and Columns</b>	Yes	Yes	Yes	No	Pending	No	6/27/2007	No	\$65,000,000
75	LS	<b>YBITS W7R/L Foundations and Columns</b>	No	No	No	No	Pending	No	8/2/2007	No	\$20,000,000
77	LS	<b>YBITS W4L Foundations and Columns</b>	Yes	Yes	Yes	No	Pending	No	6/27/2007	No	\$8,000,000
78	LS	<b>Relocation of Sewer Force Main</b>	Yes	Yes	Yes	N/A	N/A	N/A	N/A	No	\$125,057
<b>Current Forecast for YBI Transition Structures Advance Foundations</b>											<b>\$103,110,057</b>

**Bold** = CCO's not issued yet

ATN = Authorization to Negotiate

ATP = Authorization to Proceed

The Department has estimated the cost of the YBITS Advance Foundations to be \$110.5M. The Department is currently waiting for a revised cost proposal from the Contractor for CCO's related to the remaining YBITS Advance work. Final plans for the W7R/L work have recently been received from Design and forwarded to the Contractor. Removal of the existing bridge is included in the current contract. However, the Department anticipates additional costs resulting from impacts of the YBITS Advance work and associated costs due to escalation. CCO #65 has not been issued.

### Changes Since Last Report

No changes to report.

### Budget Status

The construction of the YBITS Advance Foundations and Columns was estimated to cost \$110.5M. The TBPOC gave approval to negotiate a CCO for work at Bent W3L up to an amount not to exceed \$7M. Contract Change Orders #64 and #64S1 have been issued for a total of \$5.985M. Costs associated with CCO #73 and #77 are currently being negotiated with the Contractor. The Contractor's bid price for demolition of the main bridge structure is \$3.5M. The added costs associated with demolition of the existing

DRAFT

structure were forecast to be another \$3.5M. As the work progresses and the related Contract Change Order is negotiated, this estimate will be updated.

**Administrative Issues**

5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, and other necessary changes to the contract. Additionally, costs for implementing COZEEP for the East and West Tie-Ins need to be accounted for.

The following list of milestones has been provided to the Contractor to incorporate into the project schedule:

	Date	Status	Notes
W3L Complete	March 15th, 2007	Complete	finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007		
Access to W3R Available to CCM	January 2nd, 2008		
W3R, W4L/R, W6L/R, and W7L/R/Ramp Complete	December 31st, 2008		
Upper East Tie-In Area Available to CCM	April 2nd, 2009		
East Tie-In Roll-Out/Roll-In Complete	May 26th, 2009		
Frame 1 YBITS Area (Bent 7 West) Vacated by CCM	September 1st, 2009		
Project Completion	November 26th, 2009		

The Department has established a new completion date of November 26, 2009 and is negotiating for an equitable revised Time Related Overhead rate. Costs related to escalation and NOPC issues are also being negotiated with the Contractor. NOPC's with significant exposures include issues on the East Tie-In Design Criteria (NOPC #3, \$4.3M), Viaduct Segment Bearings Changes (NOPC #8, \$658K), and Design Submittal Review (NOPC #16, \$2.1M).



**DRAFT**Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
24S3		Contract Days Extension/TRO Compensation	N/A	No	No	N/A	Pending	Yes	TBD	No	\$11,781,000
56		Imbsen Claim Settlement	N/A	Yes	Yes	N/A	Pending	No	TBD	No	\$6,300,000
TBD		NOPC Closeout	N/A	No	No	N/A	Pending	No	TBD	No	\$5,000,000
TBD		Escalation Issues	N/A	No	No	N/A	Pending	No	TBD	No	\$5,000,000
N/A		Add Cozeep for WTI	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	\$1,000,000
N/A		Add COZEEP for ETI	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	\$1,000,000
<b>Current Forecast for Administrative Issues</b>											<b>\$30,081,000</b>

**Bold** = CCO's not issued yet

ATN = Authorization to Negotiate

ATP = Authorization to Proceed

The original contract allotment provided \$1.3M for COZEEP. However, with two full bridge closures planned additional funds will be required. The added COZEEP will not result in a Contract Change Order and is shown here to capture costs to the project.

Changes Since Last Report

No changes to report.

Budget Status

Costs of \$44.3M have been estimated for additional Time Related Overhead, escalation issues, and undefined risk items. As Contract Change Orders for these items are negotiated, the original estimate will be updated. Costs related to settlement of NOPC issues will be paid out of the contract contingency.

**DRAFT**

## BUDGET SUMMARY

### Status of Changes on SSD Contract (June 2007):

	Scope of Work	Current Forecast
(0)	Original Bid Items + Previous CCO's	\$83.7
(1)	SSD New Viaduct	\$27.0
(2a)	West Tie-In Existing Viaduct Phase 1	\$34.8
(2b)	West Tie-In Phase 2	\$13.5
(3)	East Tie-In	\$36.9
(4)	YBI Transition Structures Advance Foundations	\$103.1
(5)	Administrative Issues	\$30.1
	Total	<b>\$329.1</b>

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

<b>CCO 55</b>	<b>Suppl. No. 0</b>	<b>Contract No 04 - 0120R4</b>	<b>Road SF-80-12.6/13.2</b>	<b>FED. AID LOC.: ACBRIM-080-1(097)N</b>
---------------	---------------------	--------------------------------	-----------------------------	--

**To: CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

**Adjustment of Compensation at Lump Sum:**

In accordance with Section 4-1.03 "Changes" of the contract Standard Specifications, compensate the Contractor for all outstanding costs incurred due to Department delays concerning the steel fabrication of the Temporary Bypass Structure, Viaduct (Contract Bid Item No. 11) superstructure at Shanghai Grand Tower Steel Structure Co., Ltd (SGT), located in Shanghai, China and due to the eventual relocation of this fabrication work from SGT to Dongkuk Structures & Construction Co., Ltd (Dongkuk), located in South Korea.

For this work, the Contractor will be compensated a lump sum of \$5,665,330.00. This sum constitutes full and final compensation, except as specifically excluded herein, for all outstanding costs, including all markups, incurred due to the termination and relocation of viaduct superstructure fabrication from SGT to Dongkuk.

Compensation provided herein includes, but is not limited to, the following costs:

- 1) All additional costs incurred by the Contractor pertaining to SGT due to Department delays to the work and the termination of the purchase agreement with SGT.
- 2) All costs incurred in transporting materials and relocating the fabrication work from SGT to Dongkuk.
- 3) All additional costs incurred by the Contractor due to the fabrication work being performed by Dongkuk in lieu of SGT.
- 4) All costs associated with any repairs or heat straightening concerning the materials delivered from SGT to Dongkuk.
- 5) All costs incurred by the Contractor concerning Imbsen & Associates, Inc. in the review of SGT working drawings.

This change order acts as full and final compensation for all additional costs incurred by the Contractor concerning their original purchase agreement with SGT, dated January 2, 2004, and the amendment to this purchase agreement, entered into as of May 19, 2006, that terminated this purchase agreement.

Compensation for the following 3 items are specifically excluded from this change order:

- 1) Direct costs incurred by the Engineer of Record, Imbsen & Associates, Inc. as they pertain to the design approval process concerning the Temporary Bypass Structure, Viaduct (Contract Bid Item No. 13) superstructure.
- 2) Costs incurred by Dongkuk due to Department changes to the Temporary Bypass Structure, Viaduct (Contract Bid Item No. 11) superstructure that were incurred after the Contractor entered into a purchase agreement with Dongkuk on June 2, 2006 and that are unrelated to the relocation of the fabrication work from SGT to Dongkuk.
- 3) Costs incurred by Dongkuk due to any potential Department delays to the fabrication of the Temporary Bypass Structure, Viaduct (Contract Bid Item No. 11) superstructure that were incurred after the Contractor entered into a purchase agreement with Dongkuk on June 2, 2006.

Costs concerning structural steel purchased by Dongkuk that pertains to the Contractor's as-planned steel viaduct superstructure is deferred and shall be paid through a supplemental change order. Compensation shall be paid for steel purchased by Dongkuk and invoiced to the Contractor, as stated in Exhibit A, Item 3 of the June 2, 2006 purchase agreement with Dongkuk. A 10% materials markup shall be added to the invoiced cost.

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

<b>CCO 55</b>	<b>Suppl. No. 0</b>	<b>Contract No 04 - 0120R4</b>	<b>Road SF-80-12.6/13.2</b>	<b>FED. AID LOC.: ACBRIM-080-1(097)N</b>
---------------	---------------------	--------------------------------	-----------------------------	--

Compensation provided under this change order includes \$653,895.53 in direct costs invoiced by Imbsen & Associates, Inc. to the Contractor concerning the review of SGT's viaduct working drawings and no additional compensation shall be paid for this work. Costs concerning the review of Dongkuk working drawings concerning the viaduct are not compensated under this change order. These costs shall remain in dispute as they pertain to Notice of Potential Claim No. 10 concerning the responsibility for the review of working drawings.

Total Cost of Adjustment of Compensation at Lump Sum .....\$5,665,330.00

Estimated Cost: Increase ☒ Decrease ☐ \$5,665,330.00

By reason of this order the time of completion will be adjusted as follows: 0 days

**Submitted by**

Signature	Resident Engineer MAHANTESH ANIGOL	Date
-----------	---------------------------------------	------

**Approval Recommended by**

Signature	SFOBB Construction Manager PETER SIEGENTHALER	Date
-----------	--	------

**Engineer Approval by**

Signature	SFOBB Construction Manager PETER SIEGENTHALER	Date
-----------	--	------

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

**Contractor Acceptance by**

Signature	(Print name and title)	Date
-----------	------------------------	------

**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 6/22/2007 Page 1 of 3

TO: PETER SIEGENTHALER / JASON TOM			FILE: <b>E.A.</b> 04 - 0120R4	
FROM: MAHANTESH ANIGOL			<b>CO-RTE-PM</b> SF-80-12.6/13.2	
			<b>FED. NO.</b> ACBRIM-080-1(097)N	
CCO#	<b>55</b>	SUPPLEMENT#:	<b>0</b>	Category Code: <b>EGBA</b>
CONTINGENCY BALANCE (incl. this change) <b>\$1,018,029.81</b>				
COST: <b>\$5,665,330.00</b>		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>		HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
<b>CCO DESCRIPTION:</b> Change in Viaduct Fabrication			<b>PROJECT DESCRIPTION:</b> CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
<b>475</b> Day(s)	<b>0</b> Day(s)	<b>381</b> Day(s)	<b>80</b> %	<b>7</b>

**THIS CHANGE ORDER PROVIDES FOR:**

Compensation to the contractor for costs concerning the relocation of their viaduct steel fabrication operations from China to South Korea.

This contract was awarded on March 10, 2004 to construct a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour consist of three main structures, the East Tie-In (ETI) to the bridge, the West Tie-In (WTI) to the island and the Viaduct structure between the two tie-ins. The contract was awarded as a performance based project, with the contractor responsible for meeting the design criteria specified in the contract, and was bid to be completed in 475 calendar days at a cost of \$78,759,650.

The contract incurred three suspensions of work over the periods from April 9, 2004 through July 9, 2004, due to delays in the completion of the Substation project, and from September 3, 2004 through April 16, 2006, due to delays to the start of the Self Anchored Suspension Bridge project. Contract Change Order No. 14 and No. 24 provided for these suspensions of work. While these suspensions affected progress of the work, the design approval process of the three main structures continued. This change order concerns both Department delays due to both the suspensions of the work and the approval of the design of the steel viaduct structure that resulted in the fabrication of the structure being moved from China to South Korea.

The construction of the steel viaduct structure was bid under Contract Item No. 11 at a lump sum of \$27,740,000 and the design of the viaduct was included under Contract Item No. 13, at a lump sum of \$5,000,000, that included the design of the viaduct and the east and west tie ins. The contractor originally entered into a purchase agreement with Shanghai Grand Tower Steel Structure Co., Ltd (SGT), located in Shanghai, China, to fabricate the contractor designed steel truss superstructure which would be shipped to the project site and erected on the concrete columns built in place. The agreement called for the 4 truss spans to be shipped between December 1, 2004 and January 15, 2005.

These Department induced suspensions and delays in the viaduct structure design approval process resulted in significant delays to the fabrication work and eventually led to the relocation of the fabrication from SGT to Dongkuk Structures & Construction Co., Ltd (Dongkuk), located in South Korea. The work suspensions and delays to the design approval resulted in the contractor missing their fabrication window at SGT. A chronology and details of the design approval delays are listed below:

**1) Rejection of the Use of Pot Bearings:**

The contractor's original design submittal for the steel viaduct included the use of fixed pot bearings between the steel truss and their connection to the columns. In July of 2004 the Department rejected the use of these bearings and in response the contractor resubmitted their design employing lead core bearings. This led to added complications to the design of the structure due to the different seismic response realized from the change in bearings. By January of 2005, the Department recognized that the use of pot bearings provided a more predictable structural performance than the substituted lead core bearings and the contractor was allowed to reincorporate the bearing into their design. It wasn't until April of 2005 that the pot bearings gained final acceptance in the incorporated design.

**2) Floor Beam to Stringer Connection:**

In December of 2004 the Department responded with numerous comments concerning the proposed connection of the floor beams to the stringers based on concerns regarding constructability and serviceability. By May of 2006, after 18 months of discussions with the designer, the Department elected to order design changes to the floor beam connection in order to satisfy the Department that the safety of the traveling public would be fully addressed. These design changes have now being implemented under Change Order No. 49.

**3) Deck Drainage System:**

The contractor's design proposed scuppers in the bridge deck to provide drainage for the structure's roadway. This proposal was rejected by the Department in May of 2004 based upon the contractual design criteria. After numerous iterations, the contractor stated there was no feasible alternatives to the proposed scuppers and the Department performed their own analysis. The result of this analysis was that it was determined that the design criteria, concerning the mandated cross slope and shoulders widths, provided in the contract didn't provide for adequate bridge drainage and the design criteria was amended to allow for the use of scuppers in the bridge deck. This issue wasn't fully resolved until June of 2006.

**4) Department Adoption of Viaduct Design:**

Throughout the viaduct design approval process, the Department had technical concerns and design preference differences with several components of the contractor's proposed design of the viaduct. Delays to the main SFOBB Self Anchored Suspension Bridge presented 2 issues to this project. First, it presented the probability of the detour structure being in use for a significantly longer period than originally anticipated. Second, it provided a schedule window that allowed for a more thorough design review to be conducted. These factors resulted in the Department ordering design changes concerning the floor beam and stringer connection (Change order No. 49) and the addition of bent caps to the as-planned columns (Change Order No. 50). While these changes will act to improve the structure's performance over its anticipated extended service life, they have also resulted in significant delays to the fabrication of the viaduct.

Based on these suspensions of the work and the design delays discussed above, the fabrication of the steel viaduct structure was significantly delayed. The contractor initially intended to begin fabrication work at SGT during the summer of 2004. The actual fabrication of the viaduct didn't fully begin until November of 2006.

By January of 2006, the contractor began notifying the Department that their SGT fabrication window was no longer guaranteed. At this time, SGT had received significant domestic contracts concerning the 2008 Olympics that, after 18 months of delays incurred due to the suspensions and design approval process, pushed the viaduct fabrication work off of their schedule. By April of 2006, the contractor had determined SGT could no longer guarantee delivery of the viaduct structure and an alternative fabricator, Dongkuk, was located in South Korea. This change order provides compensation for this fabrication relocation due to the significant Department delays to the approval of the proposed viaduct steel structure.

Compensation has been determined based upon Section 4-1.03 "Changes" of the Standard Specifications and a review of the original SGT purchase agreement, the close out SGT purchase agreement and the new Dongkuk purchase agreement. Major costs include delays costs incurred at SGT, additional labor and plant costs at Dongkuk inherent in move to a higher cost environment compared to China, transportation costs associated with shipping the purchased raw steel from Shanghai to Dongkuk's fabrication yard in South Korea and SGT shop drawing review costs incurred by the contractor's designer.

Compensation shall be paid as an Adjustment of Compensation at an Agreed Lump Sum of \$5,665,330.00 that shall be financed from the contract's contingency fund. A cost analysis is on file.

Compensation concerning any structural steel purchase by Dongkuk required as part of the as-planned viaduct superstructure is deferred as these costs have not been quantified to date. The total costs of this deferred item is estimated to be less than \$1,000,000.

This change order provides compensation for all costs incurred due to fabrication delays at SGT, the relocation of the fabrication work from SGT to Dongkuk and the transportation costs of all materials from SGT to Dongkuk. It is anticipated additional costs shall be claimed by the contractor concerning delays and changes to the fabrication of the viaduct steel truss at Dongkuk that occurred after June 2, 2006 when the purchase agreement with Dongkuk was signed. These costs shall be addressed through a subsequent change order.

Costs incurred by the Contractor's designer, Imbsen & Associates, Inc., pertaining to the viaduct design approval process are excluded from this change order. These costs are being addressed on a global basis, along with design approval costs associated with the East and West Tie-In structures, under Notice of Potential Claims No. 2, 3, 8, 9 and 16.

**CONTRACT CHANGE ORDER MEMORANDUM**

EA: 0120R4 CCO: 55 - 0

DATE: 6/22/2007 Page 3 of 3

Despite the significant delays incurred to the viaduct steel fabrication, more extensive delays have been incurred to the design approval to the two tie-in structures with the design now being directed by the Department. No adjustment of contract time is warranted for this change as these tie-in structure designs are the controlling operation on the project.

Approval to negotiate this change was granted by the Toll Bridge Program Oversight Committee (TBPOC) in April 18, 2006. The total cost to terminate the SGT contract, relocate the fabrication to Dongkuk, and to implement the design changes to the viaduct was approved at a cost not to exceed \$13,500,00.00. This change was discussed and concurred by Ken Terpstra – Project Manager (written concurrence pending).

Maintenance concurrence is not required as the change order doesn't affect any permanent roadway features.

Supporting documents and information are on file at the office of the Resident Engineer.

<b>CONCURRED BY:</b>			<b>ESTIMATE OF COST</b>		
Construction Engineer: Mahantesh Anigol, RE	Date		THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Date		ITEMS	\$0.00	\$0.00
Project Engineer:	Date		FORCE ACCOUNT	\$0.00	\$0.00
Project Manager: Ken Terpstra	Date		AGREED PRICE	\$0.00	\$0.00
FHWA Rep.:	Date		ADJUSTMENT	\$5,665,330.00	\$5,665,330.00
Environmental:	Date		<b>TOTAL</b>	<b>\$5,665,330.00</b>	<b>\$5,665,330.00</b>
Other (specify): Robert Kobal, HQ Coordinator	Date 11/16/06		<b>FEDERAL PARTICIPATION</b>		
Other (specify):	Date		<input checked="" type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By: Ken Darby, HQ CCO	Date		<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE                      PERCENT _____ _____ _____		

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 60	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
--------	--------------	--------------------------	----------------------	-----------------------------------

To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Furnish labor, equipment, material, supplies and other resources as required to modify the Viaduct portion of the South-South Detour Temporary Bypass Structure (Br. No. 34-0006 Temp.) in accordance with the attached plans and specifications (Sheets 3 through 25 of this Contract Change Order) prepared by the Contractor's Engineer under approved CCO No. 50.

The work includes the following:

- 1) Construct concrete bent caps at Bents 49R/L, 50R/L, 51R/L, and 52R/L.
- 2) Remove concrete and reconstruct columns at Bents 49R/L, 50R/L, and 51R.
- 3) Construct concrete stopper blocks and concrete pedestals at Bents 49R/L, 50R/L, 51R/L, and 52R/L.
- 4) Furnish and install steel stopper blocks at Bents 49R/L, 50R/L, 51R/L, and 52R/L.
- 5) Furnish and install bearing anchor bolts at Bents 49R/L, 50R/L, 51R/L, and 52R/L.

Items of work not included as part of this change order:

- 1) Furnish and install stopper blocks at Bents 49 R/L, 50R/L, 51R/L, and 52R/L that attach to the superstructure floor beams as shown on the attached plans shall be compensated for under separate change order.
- 2) Compensation for all additional SWPPP work associated with this change shall be compensated for separately.
- 3) Time related costs and impacts, if any, as a result of this change shall be compensated for under separate change order

Consideration of a time adjustment will be deferred until completion of work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07 Liquidated Damages of the Standard Specifications.

For this work, the Contractor will be paid the sum of \$7,435,950.00. This amount constitutes full compensation, including all markups, for all labor, equipment, materials, and incidentals to complete the work of this change.

Total Cost of Extra Work at Lump Sum .....\$7,435,950.00



**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO 60	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
--------	--------------	--------------------------	----------------------	-----------------------------------

Estimated Cost: Increase ☒ Decrease ☐ \$7,435,950.00

By reason of this order the time of completion will be adjusted as follows: Deferred

**Submitted by**

Signature <i>M. U. Anigol</i>	Resident Engineer MAHANTESH ANIGOL	Date <i>6/8/07</i>
-------------------------------	---------------------------------------	--------------------

**Approval Recommended by**

Signature <i>Michael Fourn</i> FOR	SFOBB Construction Manager PETER SIEGENTHALER	Date <i>6/8/07</i>
------------------------------------	--	--------------------

**Engineer Approval by**

Signature	SFOBB Construction Manager PETER SIEGENTHALER	Date
-----------	--	------

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE:** If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

**Contractor Acceptance by**

Signature	(Print name and title)	Date
-----------	------------------------	------

**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 4/24/2007 Page 1 of 2

TO: PETER SIEGENTHALER / JASON TOM			FILE: E.A. 04 - 0120R4	
FROM: MAHANTESH ANIGOL			CO-RTE-PM SF-80-12.6/13.2	
			FED. NO. ACBRIM-080-1(097)N	
CCO#: 60	SUPPLEMENT#: 0	Category Code: CHPA	CONTINGENCY BALANCE (incl. this change) <b>\$7,184,520.67</b>	
COST: <b>\$7,435,950.00</b>			INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Construct Viaduct Enhancements			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: <b>475</b> Day(s)	Time Adj. This Change: <b>DEF</b> Day(s)	Previously Approved CCO Time Adjustments: <b>381</b> Day(s)	Percentage Time Adjusted: (including this change) <b>80</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>7</b>

**THIS CHANGE ORDER PROVIDES FOR:**

The construction of concrete bent caps and bearing stopper blocks for the Viaduct portion of the South-South Detour Temporary Bypass Structure, Bridge No. 34-0006 Temp.

Under the scope of the original Contract, the Contractor was to design and construct three defined sections of the Temporary Bypass Structure (TBS), the West Tie-In, the Viaduct, and the East Tie-In. In accordance with the Department's strategy memorandum (San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion, dated December 14, 2006) and the TBPOC approval (Meeting Minutes dated May 31, 2006) the Department required the Contractor to modify the Viaduct design to meet a stand-alone criteria.

CCO No. 50 (approved) authorized the Contractor's Engineer to modify the Viaduct design incorporating bent caps and bearing stopper blocks. This change order compensates the Contractor for the work to construct these modifications as shown on the attached revised Viaduct plans and specifications. For this work the Contractor will be compensated at an agreed lump sum of \$7,435,950.00, which will be financed from the contingency fund.

Future change orders will be issued for the construction costs of the remaining Viaduct enhancements as the revisions to the Viaduct design plans and specifications are being completed. Future change orders will also be issued for TRO compensation, time adjustments required to close the deferred time of this change, and additional SWPPP costs once these costs and time impacts are quantified.

Supporting documents and information for this change including a cost analysis are on file with the project records.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may affect or become the controlling operation.

This change order is in accordance with the approved document, dated 12/14/2006, titled "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion". TBPOC provided authorization to proceed with this change order per their meeting on May 1, 2007.

This change was requested by Tom Ostrom - Office Chief, Structures Design. This change was discussed and concurred by Ken Terpstra - Project Manager, Robert Kobal - HQ Assistant Construction Coordinator, Hong Wong - Project Engineer, and Ken Brown - Office Chief, Structures Maintenance. HQ Authorization to Proceed provided on 4/26/07.

Approval of this change order is recommended by the Resident Engineer.

**CONTRACT CHANGE ORDER MEMORANDUM**

<b>CONCURRED BY:</b>			<b>ESTIMATE OF COST</b>		
Construction Engineer:	Mahantesh Anigol <i>MA</i>	Date <i>6/13/07</i>	THIS REQUEST	TOTAL TO DATE	
Bridge Engineer:	Tom Ostrom, OSD	Date 6/8/07	ITEMS	\$0.00	\$0.00
Project Engineer:	Hong Wong	Date 6/13/07	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Ken Terpstra	Date 6/12/07	AGREED PRICE	\$7,435,950.00	\$7,435,950.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date	<b>TOTAL</b>	<b>\$7,435,950.00</b>	<b>\$7,435,950.00</b>
Other (specify):	Ken Brown, Office Chief - Maint.	Date 6/6/07	<b>FEDERAL PARTICIPATION</b>		
Other (specify):	Rober Kobal, HQ Asst. Constr. Co	Date 6/12/07	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:	Ken Darby, HQ CCO Reviewer	Date	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:	<i>M. U. Anigol</i>	Date <i>6/13/07</i>	FEDERAL FUNDING SOURCE      PERCENT _____ _____ _____		

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO 61	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
--------	--------------	--------------------------	----------------------	-----------------------------------

**To: CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

**Extra Work at Lump Sum:**

Furnish additional labor, equipment, material, supplies, and other resources as required to perform work in accordance with the attached WTI Phase 1 and YBI Viaduct Replacement (Bridge No. 34-0006) Plans and Specifications, Packages 1 through 4:

1) Package 1, YBI West Tie-In (Phase 1) Roadway Plans, Sheets 3 through 16 of this change: perform work of clearing and grubbing, abandon existing utility tunnel, concrete removal, chain link fence placement, chain link fence removal, roadway excavation, and stage construction and traffic handling. This work also includes removal and replacement of existing facilities as follows: removal of existing MBGR and crash cushion, and removal and replacement of road side signs, curb and gutter, and irrigation valve boxes.

2) Package 2, YBI Viaduct Replacement / West Tie-In Staging Area Retaining Wall, Sheets 17 through 48 of this change: perform all work to construct complete in place temporary and permanent staging area retaining walls.

3) Package 3, West Tie-In Phase 1 YBI Viaduct Replacement, Sheets 49 through 125 of this change: perform all work to construct complete in place CIDH piles and columns at Bents 39R/L, 40R/L, 41L, 42R/L, 43R/L, and 44R/L, CIDH Pile at Bent 41R, temporary footings and columns at Bent 41A/B, perform Stage I Demolition work including construct temporary supports at Bent 40A. Included in this work are structure excavation and backfill as required.

4) Package 4, YBI Viaduct Replacement / West Tie-In Partial Demolition of Stairway, Sheets 126 through 132 of this change: perform partial demolition of stairway.

All payment clauses contained within this change order's specifications (Packages 1 through 4) are amended such that all work performed under this change order will be compensated for as extra work at agreed lump sum as part of this change order.

Items of work not included as part of this change order:

1) Package 3, West Tie-In Phase 1 YBI Viaduct Replacement, Stage II Demolition work, work to construct Bent 41R Column, and work to construct the YBI Replacement Structure Superstructure complete in place shall be compensated for under separate change order.

2) Compensation for all additional SWPPP work associated with this change shall be compensated for separately.

3) Payment for Temporary Railing Type K and Crash Cushion shall be compensated for separately.

4) Time related costs and impacts as a result of this change shall be compensated for under separate change order.

Consideration of a time adjustment will be deferred until completion of work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07 Liquidated Damages of the Standard Specifications.

For this work, the Contractor will be paid the sum of \$9,995,644.00. This amount constitutes full compensation, including all markups, for all labor, equipment, materials, and incidentals to complete the work of this change.

496181.01

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO 61	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
--------	--------------	--------------------------	----------------------	-----------------------------------

Total Cost of Extra Work at Lump Sum .....\$9,995,644.00

Estimated Cost: Increase ☒ Decrease ☐ \$9,995,644.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by		
Signature <i>William S. Conner for</i>	Resident Engineer MAHANTESH ANIGOL	Date 5/15/07
Approval Recommended by		
Signature <i>Jason Tom for</i>	Area Construction Manager JASON TOM	Date 5/15/07
Engineer Approval by <i>Tony Anzures</i>		
Signature <i>for Peter Siegenthaler</i>	SFOBB Construction Manager PETER SIEGENTHALER	Date 5/17/07

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature <i>Daniel E. Humick</i>	(Print name and title) DANIEL E. HUMICK, PRESIDENT	Date 5/16/07

**CONTRACT CHANGE ORDER MEMORANDUM**

TO: PETER SIEGENTHALER / JASON TOM			FILE: <b>E.A.</b> 04 - 0120R4	
FROM: MAHANTESH ANIGOL			<b>CO-RTE-PM</b> SF-80-12.6/13.2	
			<b>FED. NO.</b> ACBRIM-080-1(097)N	
CCO#: <b>61</b>	SUPPLEMENT#: <b>1</b>	Category Code: <b>CHPA</b>	CONTINGENCY BALANCE (incl. this change) <b>\$2,520,857.67</b>	
COST: <b>\$9,995,644.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>CCO DESCRIPTION:</b> WTI Phase 1 Construction			<b>PROJECT DESCRIPTION:</b> CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: <b>475</b> Day(s)	Time Adj. This Change: <b>DEF</b> Day(s)	Previously Approved CCO Time Adjustments: <b>381</b> Day(s)	Percentage Time Adjusted: (including this change) <b>80</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>8</b>

**THIS CHANGE ORDER PROVIDES FOR:**

Construction of a portion of the South-South Detour (SSD) West Tie-In (Phase 1) YBI Viaduct Replacement Structure, Bridge No. 34-0006. The construction work consists of:

- 1) Stage I Demolition work to remove portions of the existing YBI Viaduct,
- 2) Roadway excavation for the Phase 1 staging area,
- 3) Construction of the pile foundations and columns to support the new YBI Viaduct,
- 4) Construction of temporary and permanent retaining walls for the Phase 1 staging area,
- 5) The abandonment of a portion of the existing utility tunnel, and
- 6) Traffic controls and clearing and grubbing as required to complete this work.

Under the scope of the original Contract, the Contractor was to design and construct three defined sections of the Temporary Bypass Structure (TBS), the West Tie-In, the Viaduct, and the East Tie-In. In accordance with the Department's strategy memorandum (San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion, dated December 14, 2006) and the TBPOC approval (Meeting Minutes dated May 31, 2006), the Department assumed responsibility for the design of the West Tie-In (Contract Change Order No. 52 executed this direction) and divided the work into two phases. Phase 1 work will seismically retrofit the upper deck section of the existing YBI Viaduct by replacement and provide for modifications to the YBI Viaduct Structure to accommodate the Phase 2 work. The Phase 2 work will connect I-80 at the West Tie-In to the SSD TBS Viaduct Structure. This transition provides for the traffic detour necessary for the future work of realigning the existing YBI Transition Structure to the new SFOBB East Spans alignment.

Previously, CCO No. 61 Supplement 0 was executed for \$400,000 at force account for early procurement of materials, to perform site work, and prepare submittals for the Phase 1 West Tie-In Viaduct Replacement while the final design plan and specification packages were being completed. Supplement 0 will remain in place to continue to provide compensation to the Contractor for submittals prepared but not included in the agreed lump sum payment for Supplement 1 of this change.

Future change orders will be issued for the remaining Phase 1 work and Phase 2 work not included in this supplement or Supplemental 0. Future change orders will also be issues for TRO compensation, time adjustments required to close the deferred time of this change, and additional SWPPP costs once these costs and time impacts are quantified.

For this work the Contractor will be compensated under Extra Work at Agreed Lump Sum Price of \$9,995,644, which will be financed from the contingency fund.

Supporting documents and information for this change including a cost analysis are on file with the project records.

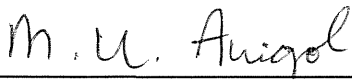
Adjustment of contract time is deferred pending completion of the work specified in this change as it may affect or become the controlling operation.

This change order is in accordance with the approved document, dated 12/14/2006, titled "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion". TBPOC provided authorization to proceed with this change order per their meeting on May 1, 2007.

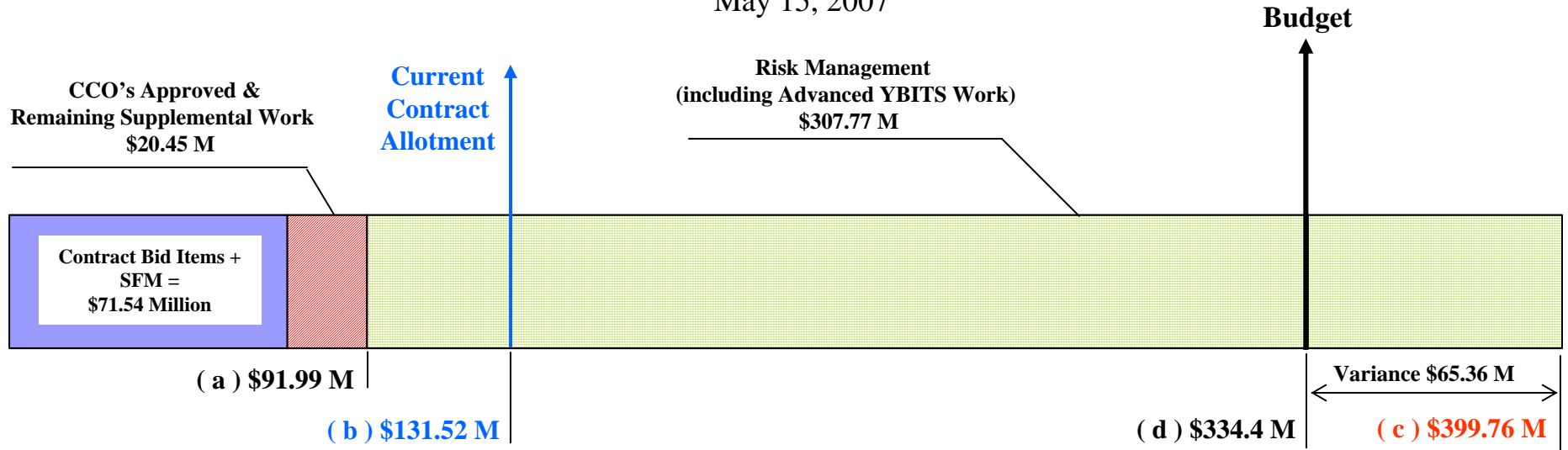
**CONTRACT CHANGE ORDER MEMORANDUM**

This change was requested by Mike Whiteside - YBI Coordination Engineer, per a memorandum dated 3/28/2007 and by Alec Melkonians - Senior, Roadway Design, per a memorandum dated 2/15/2007. This change was discussed and concurred by Ken Terpstra - Project Manager, Tom Ostrom - Office Chief, Structures Design, Ken Brown - Office Chief, Structures Maintenance, and Hong Wong - Project Engineer. Ken Darby, HQ CCO Reviewer, granted approval of this change order on 05/16/07.

Approval of this change order is recommended by the Resident Engineer.

<b>CONCURRED BY:</b>			<b>ESTIMATE OF COST</b>		
Construction Engineer:	Mahantesh Anigol	Date 5/17/07	ITEMS	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Tom Ostrom, OSD	Date 2/15/07	FORCE ACCOUNT	\$0.00	\$0.00
Project Engineer:	Hong Wong	Date 2/15/07	AGREED PRICE	\$0.00	\$400,000.00
Project Manager:	Ken Terpstra	Date 3/28/07	ADJUSTMENT	\$9,995,644.00	\$9,995,644.00
FHWA Rep.:		Date	TOTAL	\$0.00	\$0.00
Environmental:		Date		\$9,995,644.00	\$10,395,644.00
Other (specify):	Rob Kobal, HQ Asst. Const. Coord.	Date 3/28/07	<b>FEDERAL PARTICIPATION</b>		
Other (specify):	TBPOC	Date 5/1/07	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:	Ken Darby, HQ CCO Reviewer	Date 5/16/07	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:		Date	FEDERAL FUNDING SOURCE	PERCENT	
			5/17/07		

# South-South Detour Contract 04-0120R4 Budget Analysis May 15, 2007



**Contract 04-0120R4 YBI South-South Detour  
Current Contract Budget Funding Status**  
May 15, 2007 Basis

Contract Bid Items	\$	71,159,650	
State Furnished Materials (SFM)	\$	379,000	
Subtotal	\$	71,538,650	
Supplemental Work	\$	14,115,000	
Contingency At 5%	\$	4,266,350	
Subtotal Original Contract Allotment	\$	89,920,000	
Supplemental Budget Allocation Approved	\$	41,597,000	
Subtotal Current Contract Allotment	\$	131,517,000	( b )
Pending Supplemental Fund Request	\$	-	
Remaining Unallotted Budget (Current Contract Budget - Current Contract Allotment)	\$	202,883,000	
Total Current Contract Budget	\$	334,400,000	( d )
Reported Total Forecast At Completion In 1st Quarter 2007 TBSRP Report	\$	334,400,000	

**Contract 04-0120R4 YBI South-South Detour  
Contract Forecast At Completion (FAC) & Variance**  
May 15, 2007 Basis

Contract Bid Items	\$	71,159,650	
State Furnished Materials (SFM)	\$	379,000	
Subtotal	\$	71,538,650	
Supplemental Work Remaining	\$	324,650	
CCO's			
CCO's (Approved (66))	\$	20,122,000	
CCO's = or > \$1 Million Pending POC approval <i>on DATE</i>	\$	-	
Subtotal	\$	91,985,300	( a )
Risk Management	\$	307,774,333	
Total	\$	399,759,633	( c )
Variance ( Total - Current Budget )	\$	65,359,633	

*Confidential Draft – For Deliberative Purpose Only*

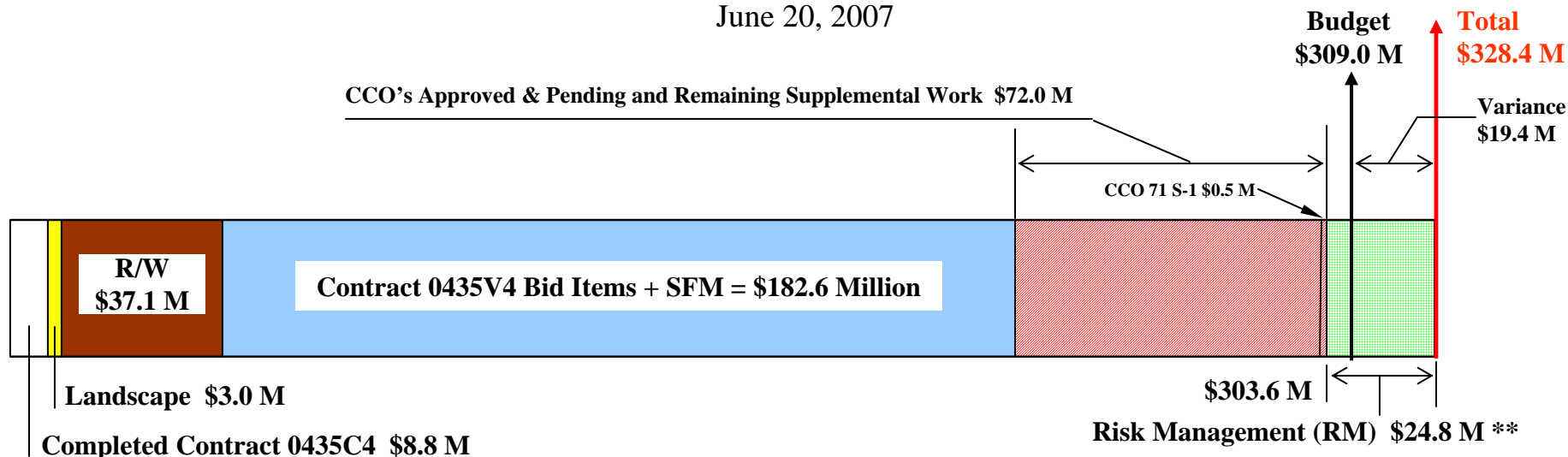
**Cost Risk Analysis is ongoing.**



**Item 2: San Francisco-Oakland Bay Bridge  
c. West Approach CCO (attachment)**

# SFOBB West Approach Budget Analysis

June 20, 2007



\*\* RM \$24.8 million does not account for \$18 million in opportunities from excess R/W sales.

## Contract 04-0435V4 & 0435C4 SFOBB West Approach

### Current Contract Budget Funding Status

March 31, 2007 Basis

Contract 0435V4 Contract Items	\$	177,878,840
State Furnished Materials (SFM)	\$	6,001,200
Subtotal	\$	183,880,040
Supplemental Work	\$	20,828,430
Contingency @ 4.9%	\$	9,931,530
Subtotal Original Contract Allotment	\$	214,640,000
Supplemental Budget Allocation Approved	\$	43,460,000
Pending Supplemental Fund Request Approval	\$	-
Total Current Contract Allotment 0435V4	\$	258,100,000
Remaining Unallotted Budget	\$	2,000,000
West Approach Right of Way (R/W)	\$	37,141,000
West Approach Landscape	\$	3,000,000
Completed Contract 0435C4	\$	8,759,000
Total Current West Approach Contract Budget	\$	309,000,000

Reported Total Forecast At Completion \$309,000,000

## Contract 04-0435V4 & 0435C4 SFOBB West Approach

### Contract Forecast At Completion (FAC) & Variance

March 31, 2007 Basis

Contract 0435V4 Contract Items	\$	177,878,840
State Furnished Materials (SFM)	\$	4,751,200
Subtotal	\$	182,630,040
Supplemental Work Remaining	\$	2,045,580
CCO's		
CCO's (Approved (150) + Pending (46) = Total (196))	\$	69,475,920
CCO's = or > \$1Million Pending (0)	\$	-
CCO# 71-S1 Pending POC's approval (1)	\$	500,000
Total Ongoing Contract 0435V4	\$	254,651,540
Risk Management	\$	24,805,000
West Approach Right of Way (R/W)	\$	37,141,000
West Approach Landscape	\$	3,000,000
Completed Contract 0435C4	\$	8,759,000
Total	\$	328,356,540

Variance ( Total - Current Budget ) \$ 19,356,540

*Confidential Draft – For Deliberative Purpose Only*